



RAMBLER AMERICAN

DATA BOOK

TODAY'S OPPORTUNITY...



Just as the beloved Statue of Liberty symbolizes our land of opportunity, the new Rambler American symbolizes the unique opportunity within the grasp of every American Motors salesman. For this newest addition to the American Motors family of compact and small cars further strengthens the status of American Motors as the only company positioned to fully capitalize on the growing opportunities in the changing American car market.

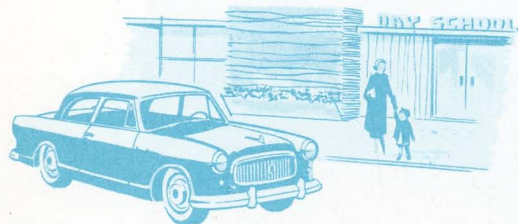
The Rambler American is a unique automobile differing greatly in basic concept and actual design from the usual stereotyped passenger cars built in the United States. For this reason, product knowledge will be an unusually important factor in the sales of this car. This book contains this vital information in simple and concise form. Not only should every salesman be familiar with the details herein, but he should also have a grasp of the basic product concepts involved. With this background of knowledge, he should then be in position to qualify prospects and determine whether the American or one of the other American Motors automobiles is most nearly suited to the buyer's requirements.

THE RAMBLER STORY

The first Rambler was produced in 1902 at the beginning of that legendary era in which the fabulous automotive industry grew from a lusty infant into a colossal giant of unprecedented proportions. The little one-cylinder Rambler quickly established an outstanding reputation for reliability and advanced design far beyond its time.

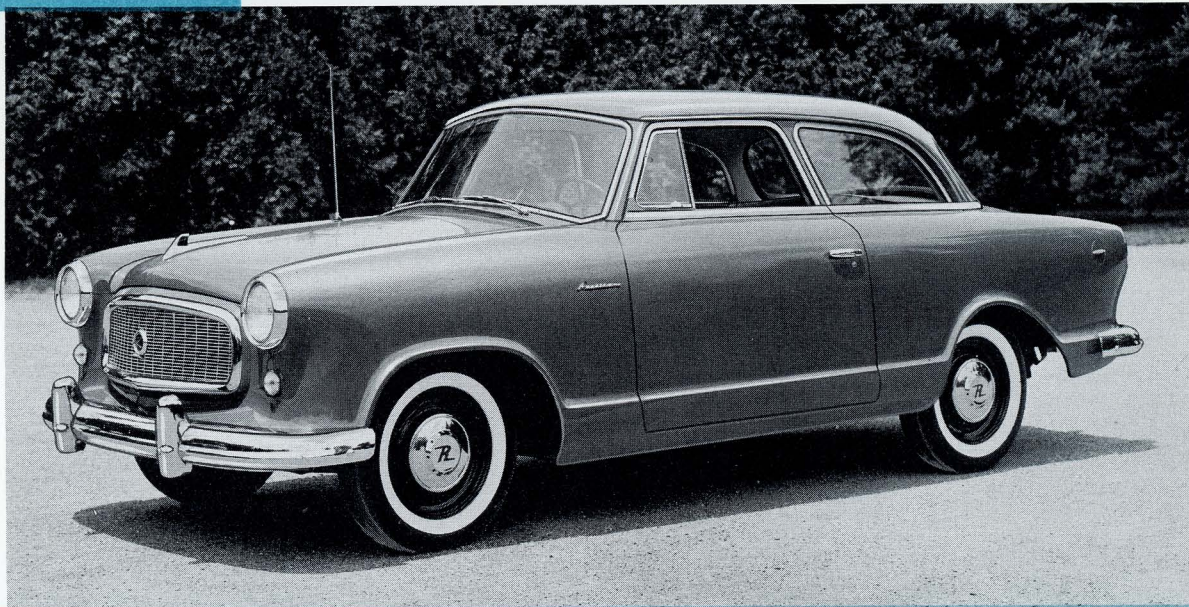
In 1950, the Rambler name again appeared on an entirely new car with a 100" wheelbase destined to anticipate the change in the car market that has recently startled industry observers and caught other carmakers by surprise. As public acceptance of the Rambler's compact concept gained, it was necessary to expand production facilities and to broaden the product line by introducing in 1954 a four-door Rambler on a 108" wheelbase. This product package, combining the fuel economy and handling ease of small European cars with the roominess and luxury of big American cars, proved to be the outstanding automotive success story of the last three decades.

However, the increasing market for small and compact cars prompted American Motors to again offer in 1958 a 100" wheelbase car in the two-door sedan body style. The overwhelming acceptance of this unique automobile has resulted in the addition of the two-door station wagon to the 1959 Rambler American line. This newest American provides a new measure of versatile utility for the car that has already written an amazing chapter in the dynamic history of the automotive industry.



MODEL 5906-1

TWO-DOOR CLUB SEDAN, SUPER



The Super Two-Door Club Sedan, shown above, provides generous room for five passengers in an economy car with true compact exterior size. Deluxe Series 5906 is also available less windshield and belt-line mouldings, with single-tone interiors, and with equipment differences listed on page 22. For fleet sales only, a Business Coupe Series 5902 is offered with a rear cargo space in place of the rear seats. All models have identical mechanical attributes for easy handling with top economy and responsive performance.

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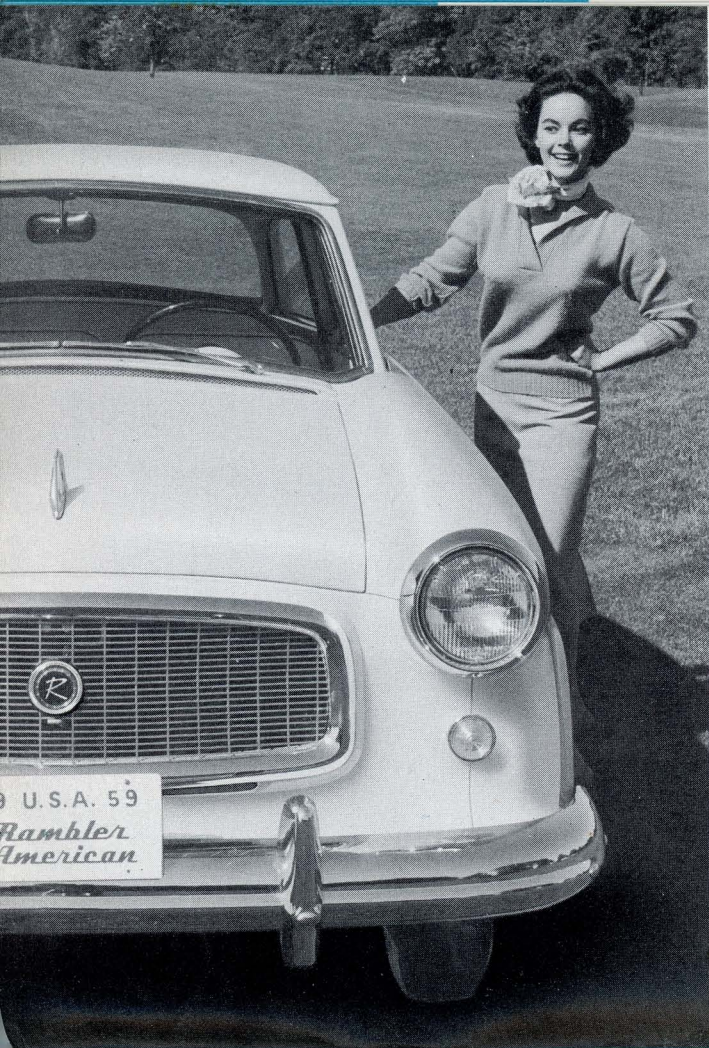
MODEL 5904-1

TWO-DOOR STATION WAGON, SUPER



The Super Two-Door Station Wagon represents an all-new companion model for the 1959 American line. This new model possesses all of the functional virtues of the now successful Club Sedan plus the added station wagon features for greater cargo space utility. Deluxe Series 5904 is also available less windshield and belt-line mouldings, with single-tone interiors, and with equipment differences listed on page 22.

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STYLING

The functional styling of the Rambler American clearly expresses the fundamental character of the car. It marks a return to styling stability in classic form—as opposed to transitory styling tricks and gimmicks. Every detail of the overall design serves a purpose and creates a visual impression of the American's basic integrity and fundamental reason for being.

A clean and completely integrated appearance highlights the front end of the Rambler American. The front fenders rise above the flat, fully counterbalanced hood, resulting in excellent forward visibility for driver and passengers. The hood is rear-hinged and is equipped with a safety catch to prevent accidental opening. The finely meshed oval grille of anodized aluminum, framed with a chrome plated die-casting, is designed to emphasize the functional simplicity of the American. The wide fresh-air intake, located at hood-level above dangerous exhaust fumes, has an attractive aluminum mesh screen.

Indicating the full width of the car, the headlights are mounted in a high position for maximum visibility. The circular parking-directional lights are located below the headlights in a well protected position. The large laminated safety glass windshield is contoured to blend tastefully with the roof, hood, and fenders. It is of gently curved one-piece construction to provide excellent visibility without annoying and dangerous distortion of vision.

The simple hood ornament is standard equipment on all models.

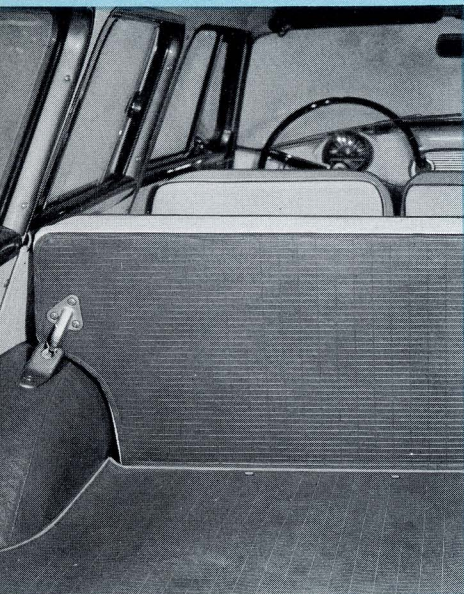
The rear end of the Rambler American extends the functional styling theme throughout the entire car. In opposition to the now declining styling excesses involving pseudo-aerodynamic fins and juke-box lighting effects, the American presents a clean and uncluttered appearance that is a forerunner of the trend toward reason and sanity in automotive design.

The large one-piece rear window is of wrap-around design to provide excellent unobstructed vision to the rear. Measuring 700 square inches in area, the window is made of tempered safety glass in all models. The rear fenders have full wheel openings and taper gracefully rearward into the simple die-cast combination tail and directional lights. The surface of the fully-counterbalanced rear deck lid is smooth and unbroken—blending perfectly into the rear end design. The rear deck handle, lock, and medallion are combined into a single unit of functional design. The license plate is located in a protected position and is brightly illuminated by two lights on each rear bumper guard.

In contrast to many bumpers in which function has been completely subordinated to styling considerations, the Rambler American front and rear bumpers have been carefully designed to provide full protection across the entire width of the car. The deep-drawn one-piece bumper protects the grille in front in addition to wrapping around the fenders at the sides. Strong vertical guards are sufficiently high to prevent costly "over-ride" collisions.

New for '59, the bumper material is 22.6% thicker for greater strength. Chrome plate is also improved for '59.

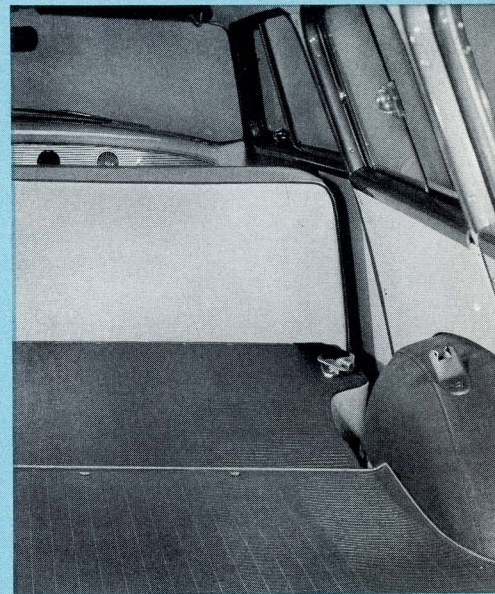
THE STATION WAGON.... A NEW MEASURE OF USEFULNESS



Rear seat shown in normal position.

A smart five passenger automobile that converts into a spacious cargo carrier in seconds, the new Rambler American station wagon is a new measure of versatile usefulness. The classic simplicity of its styling is expressive of the functional character of this unique car, and its rugged Single Unit Body and mechanical simplicity are indicative of its ability to dependably perform many tasks.

The passenger compartment is ingeniously designed to accommodate five passengers in luxurious comfort or to provide a well-proportioned cargo space by swinging the rear seat-back downward on the rear cushion and securing it with two fabric straps. The long cargo platform is perfectly flat and the cargo space has a volume of 52 cubic feet. The cargo floor of Super models is covered by long-wearing, stain-resistant Burtex material. Complete dimensions are shown on page 25.



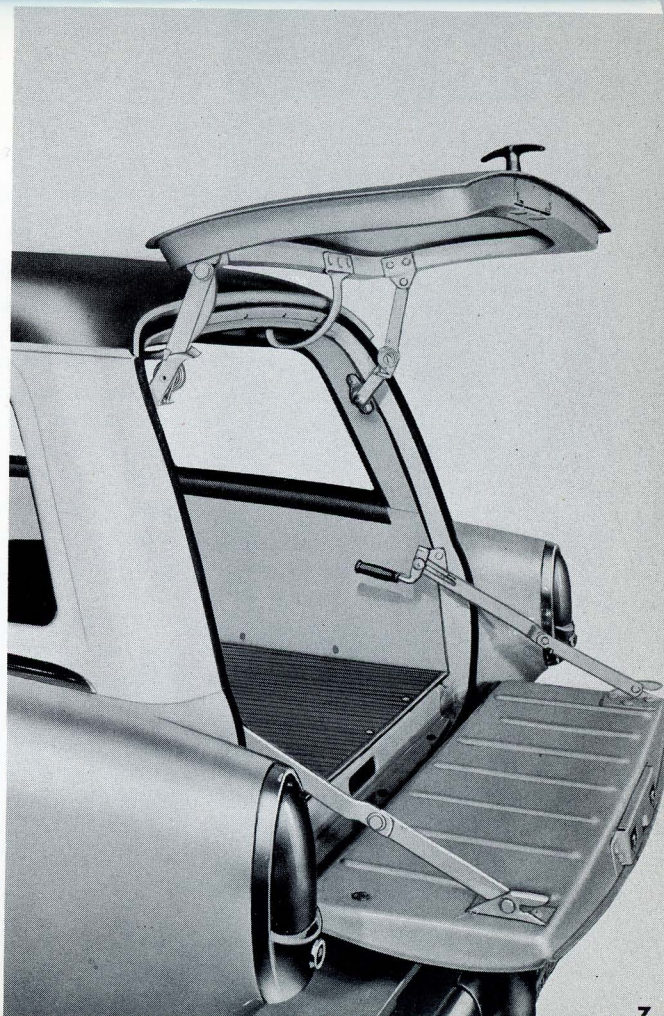
Rear seat folded down in cargo carrying position.

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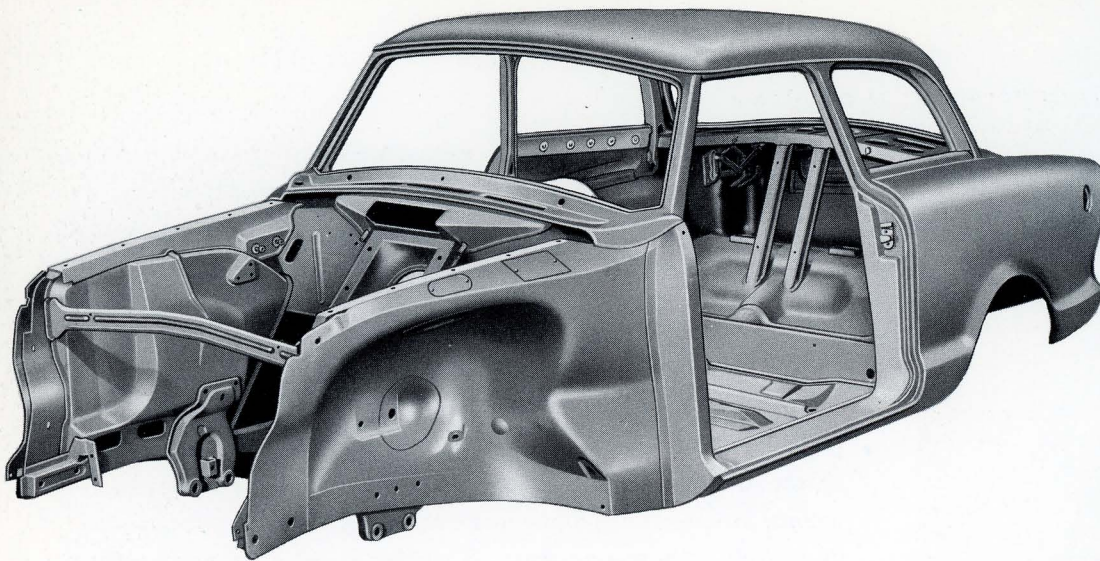
THE STATION WAGON TAIL-GATE

The basic simplicity of the styling of the new Rambler American station wagon has made possible the generous dimensions of the rear opening which is unobstructed by non-functional rear fender fins or excessively large tail-lights. The tail-gate is composed of an upper section hinged to swing upward, and a lower section hinged to swing downward. The upper section is held in position by sturdy braces at both sides. A key-lock and latching mechanism is provided to safely and securely lock the tail-gate.

The lower section is securely held in the closed position by positive door latches at either side. In the open position, the lower section is at the same level as the cargo floor—providing additional floor space and greater loading ease to handle almost any carrying job. The tail-gate mechanism is time-proven and may be easily operated by individuals with limited strength.



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In ordinary separate body-and-frame construction, the separate frame is located entirely below the passenger compartment. In single unit construction, the passenger compartment is protected on all sides by a one-piece, three-dimensional structural unit. Ordinary cars offer little protection from the front—the direction of greatest potential danger. Unlike cars of ordinary construction, the Rambler American has structural members forward of the firewall to act as a safety barrier. These all-welded structures are easily visible on each side of the engine compartment.

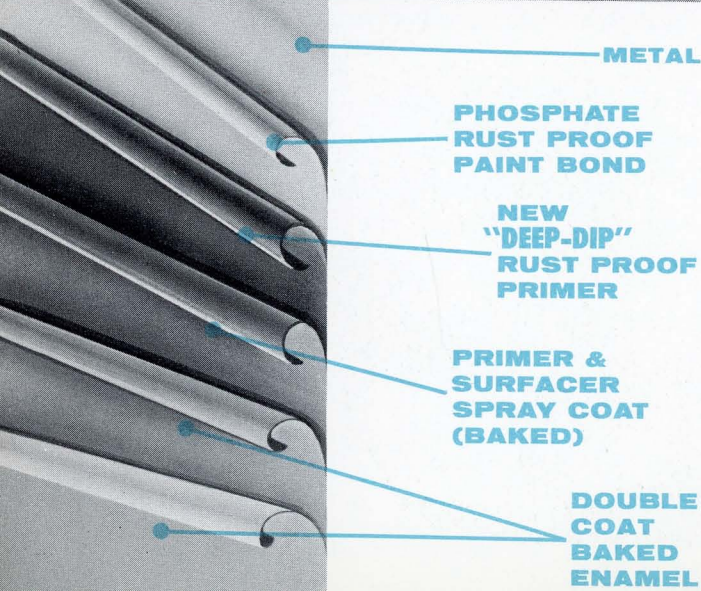
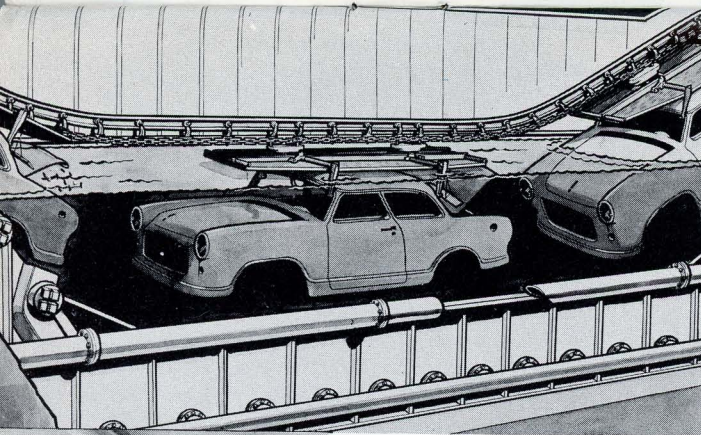
The plaque shown below is affixed to every American Motors automobile to serve as a constant reminder of the strength and safety of Double-Safe Single Unit car construction.

**THIS IS A
DOUBLE-SAFE
SINGLE UNIT
BODY**

BUILT WITH AN ADVANCED
METHOD OF BODY CON-
STRUCTION IN WHICH THE
BODY AND FRAME ARE
COMBINED INTO A SINGLE
ALL-WELDED STRUCTURAL
UNIT

PIONEERED AND BUILT
EXCLUSIVELY BY

AMERICAN MOTORS CORP.
DETROIT MICHIGAN



METAL

**PHOSPHATE
RUST PROOF
PAINT BOND**

**NEW
"DEEP-DIP"
RUST PROOF
PRIMER**

**PRIMER &
SURFACER
SPRAY COAT
(BAKED)**

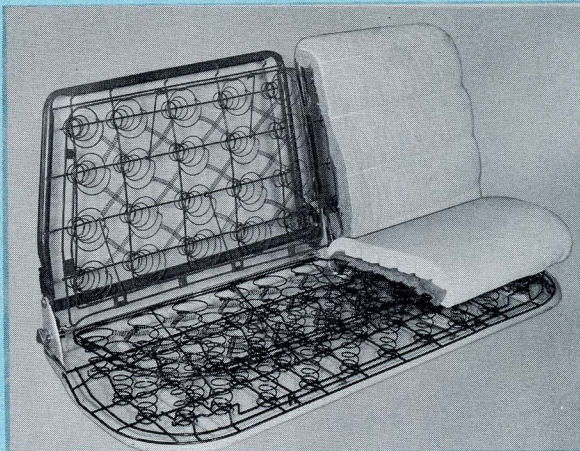
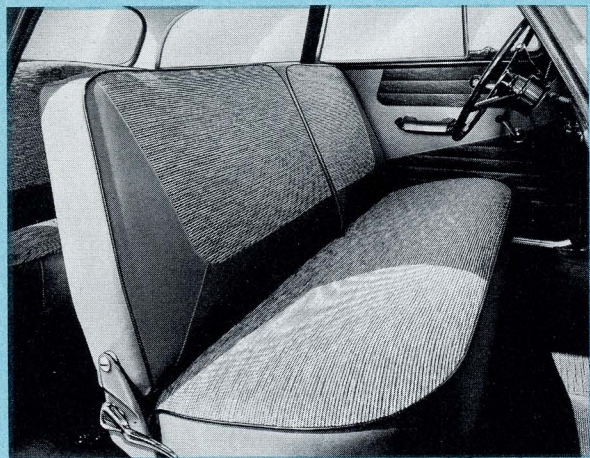
**DOUBLE
COAT
BAKED
ENAMEL**

**BUILT TO LAST LONGER,
NOT TO LOOK LONGER**

To preserve the beauty of baked enamel and to retard rusting and corrosion underneath, all sheet metal parts are treated with a new "Deep-Dip" protective bath process. The basic body structure is immersed in a chromate primer tank so that the protecting chemicals can reach inaccessible or shielded body areas not reached by the conventional spray method. The non-metallic chromate primer compound provides an effective and lasting anchor for the finish in addition to preventing the spread of rust when the finish is scratched or dented, and when exposed to road or weather elements. American Motors is the only U.S. car manufacturer to adopt the advanced Deep-Dip process.

The magnificent Rambler American colors are highest quality baked super-enamel, and are carefully applied with the most modern finishing techniques in accordance with exacting standards of quality. Super enamels provide a harder surface finish that resists dulling, chalking and marring. The car owner will find that the paint finish will retain a high luster, and remain undamaged by the elements for a much longer period than with conventional enamels. Unlike lacquer finishes which require sanding and buffing operations to obtain gloss, baked super-enamels have a permanently clear and glossy finish upon application.

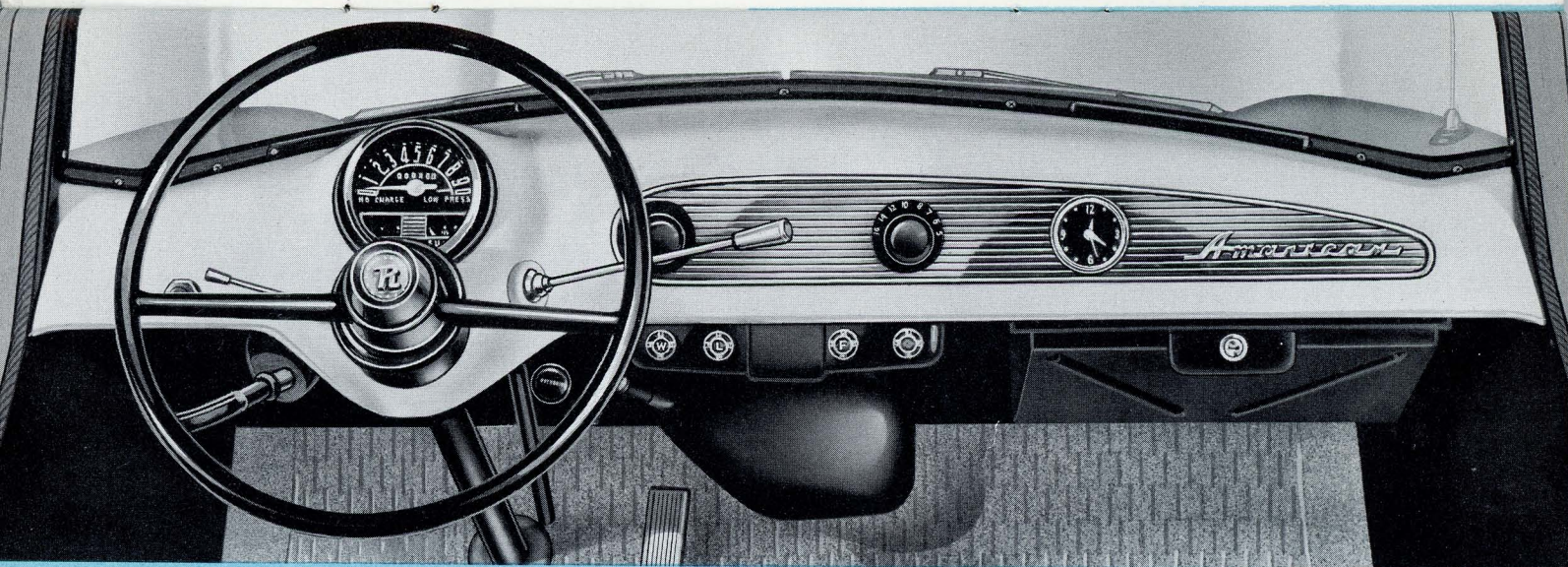
INTERIORS



Traditional American Motors standards of quality materials and craftsmanship have not been compromised in the Rambler American. Careful attention has been given to the selection of the finest miracle fabrics and trim materials, which include fabric with vinyl, or all-vinyl with the use of new porous vinyl for added ventilation at no extra cost. Equal attention has been focused on the design and location of such seemingly minor details as ash receivers, the pull-out glove drawer, arm rests, and a host of other "little things" which contribute so much to owner satisfaction and driving pleasure.

Every Rambler American front and rear seat cushion and seat back provides the extra comfort of full-coil springs across the entire seat width and depth. This hidden value feature is in contrast to the inferior and cheaper zig-zag spring construction found on most other low-priced cars. A tubular front seat frame is utilized which is a stronger yet lighter assembly forming a stable seat base. A particularly noteworthy comfort and convenience feature on all front seats is the off-center divided seat. The entire front seat is adjustable fore and aft to suit even the tallest passengers. The Airliner Reclining Seat is available at extra cost.

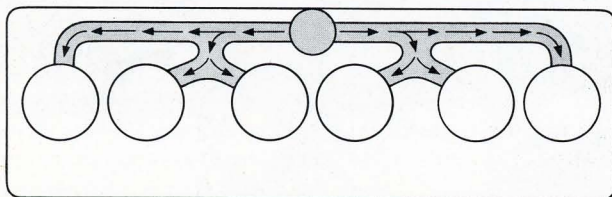
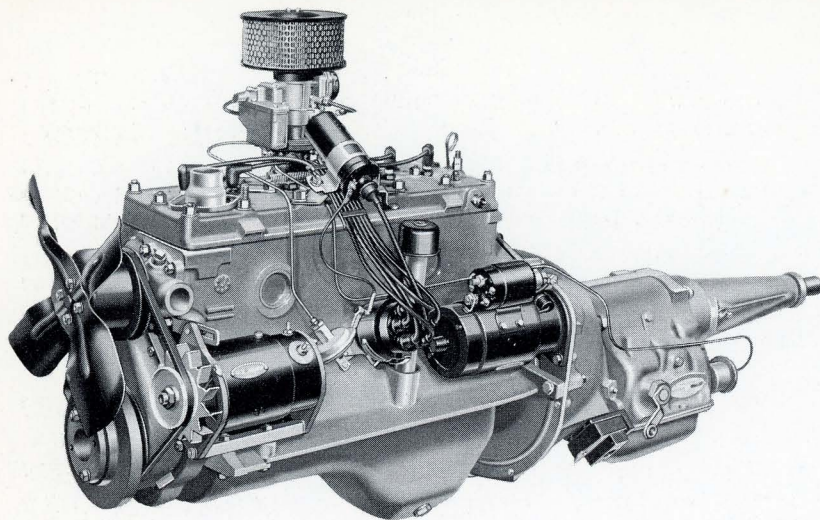
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The functional instrument panel of the Rambler American presents a neat, compact design not found in any other automobile. The instrument panel is designed to blend with the body styling and provides maximum convenience for the driver and passengers. The usual steering column is eliminated by placing the panel on the driver's side relatively close and by mounting the steering wheel and gearshift lever flush with the panel face. To the right of the driver, the panel sweeps forward to provide increased knee room for front seat passengers. Instruments are

grouped in a single cluster directly in front of the driver where they are readily visible. Occupying a prominent position in the center of the instrument panel is the smart radio grille and controls. Driving controls are conveniently grouped under the instrument panel to the right and left of the steering wheel where they are easily accessible to the driver. The sliding drawer glove compartment is located to the extreme right. Control knobs for windshield wipers, lights, and heater fan are respectively marked W, L, and F.

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Iso-thermal Intake Manifold—One of the secrets of the engine's amazing fuel economy is the manifold cast into the block. This unique feature permits the engine coolant to preheat the fuel mixture to a controlled temperature—giving most efficient use with regular grade fuel.

ENGINE BLOCK—The rugged cast iron alloy block has been meticulously designed to combine extreme rigidity with compactness and minimum weight. The strong main bearing webs support removable high quality steel-backed babbitt bearing shells in which the crankshaft smoothly revolves.

CRANKSHAFT—The engine features a forged four-bearing crankshaft which is accurately and scientifically counterbalanced statically and dynamically for smooth operation. The generous bearing area arrangement and seven counterweights prevent power impulses from causing "whip" of the crankshaft as the power impulse of each piston is carried by a bearing.

PISTONS—The cam-ground pistons are made of aluminum alloy with steel inserts for extreme lightness and close fit. The pistons are fitted with two specially finished cast iron compression rings and a 3-piece spring steel lower oil control ring.

CAMSHAFT—The precision-ground special cast iron alloy camshaft is of the high-lift type for maximum performance.

CONNECTING RODS—The exceptionally rigid "I-section" connecting rods are drop-forged from high strength alloy steel.

VALVES—The intake and exhaust valves are manufactured from special heat resistant alloy steel for long life. Valve seat inserts are not required because of the extreme hardness of the cast iron alloy cylinder head which has generous water passages.

SEALED-IN EXHAUST MANIFOLD—A noteworthy companion to the sealed-in intake manifolds is the sealed-in exhaust manifold. There are no bulky parts to hinder engine maintenance.

EXHAUST SYSTEM—Tail-pipes now have new aluminized coating for longer life. Also, muffler components are aluminized and zinc coated.

THE SUPER FLYING SCOT ENGINE

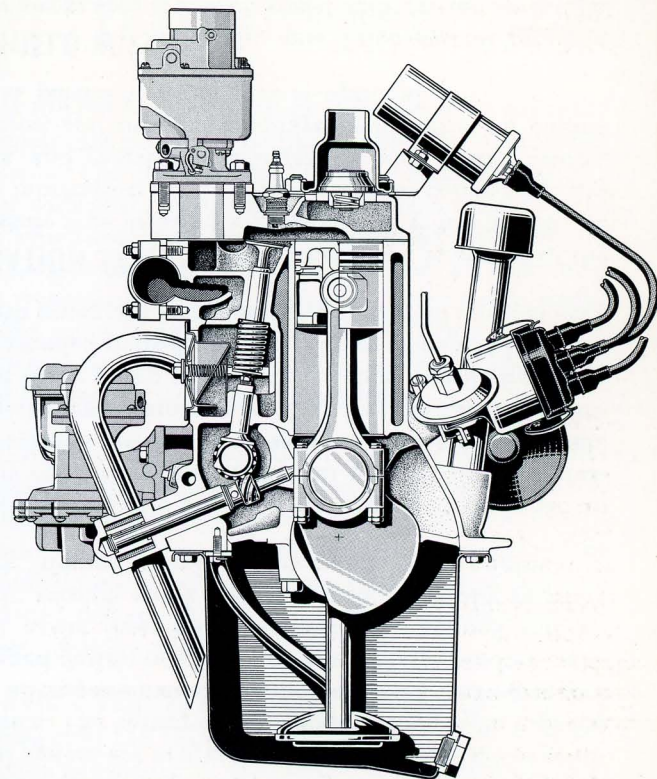
The Rambler American powerplant is engineered to provide spirited, economical performance with a minimum of upkeep. Its six cylinders give smooth, quiet operation and its L-head design is a simple and time-proven method of placing the valve mechanism entirely in the cylinder block—no moving parts are located in the cylinder head.

Not only does the Super Flying Scot engine offer extreme simplicity and proven dependability, but it provides power and torque perfectly matched to the American's size and weight. Like the car itself, it quietly and efficiently goes on with its work without the fuss and bother so commonly associated with other small cars.

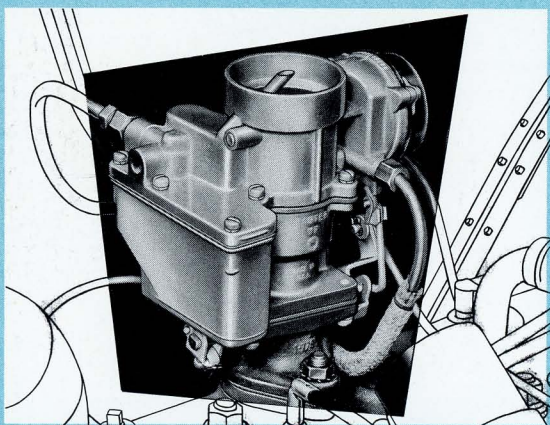
SPECIFICATIONS

Type.....	6 cylinder, L-head
Bore and Stroke.....	3 $\frac{1}{8}$ " x 4 $\frac{1}{4}$ "
Displacement.....	195.6 cu. in.
Compression Ratio.....	8.0:1
Horsepower.....	90 @ 3800 RPM
Torque.....	150 @ 1600 RPM
Carburetor.....	Single Barrel

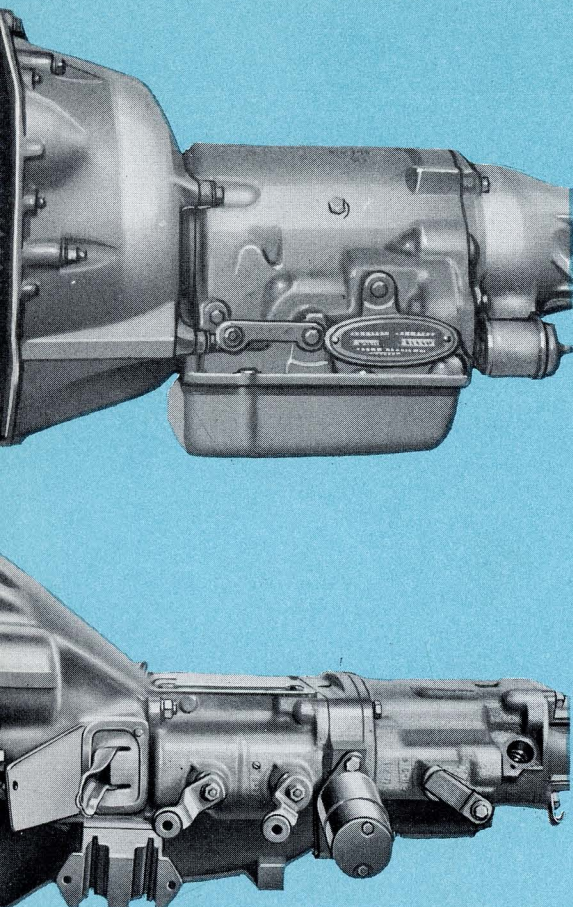
12



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FUEL SYSTEM—The American's amazing economy is due largely to the advance principles of carburetion. A unique arrangement of internal fuel and air passages combine the flow from the two major metering jets. The accelerator pump discharges extra gasoline during acceleration into passages between the main and high speed jet to smooth out fuel delivery in accord with engine demands. A high capacity mechanically driven fuel pump assures positive delivery of fuel from the large twenty gallon fuel tank.



ELECTRICAL SYSTEM—The components of the 12-volt electrical system are expressly designed to provide dependable service. The battery and generator have ample capacity to meet all requirements, and the powerful starting motor is of rugged design to give many years of trouble-free starting. The easily accessible distributor is equipped with an automatic vacuum spark control to automatically regulate the spark "timing" to meet the demands of the engine.

COOLING SYSTEM—The cooling system is designed to efficiently cool the engine under all conditions. The pressurized system includes a down-flow radiator, large fan, thermostatic temperature control, and a high capacity front-mounted water pump to provide reliable, trouble-free service for extended periods of time. The engine cylinders have full length water jackets for effective control of internal heat.

LUBRICATION SYSTEM—The lubrication system is of the full pressure type utilizing a gear-type oil pump to provide positive lubrication to the main bearings, connecting rod bearings, and camshaft bearings. Cylinder walls, pistons, piston pins, and timing are sprayed with oil at all engine speeds. A partial-flow oil filter is optional.

WINDSHIELD WIPERS—The new Trico system provides a greater swept area at a faster speed with quieter operation.

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TRANSMISSIONS

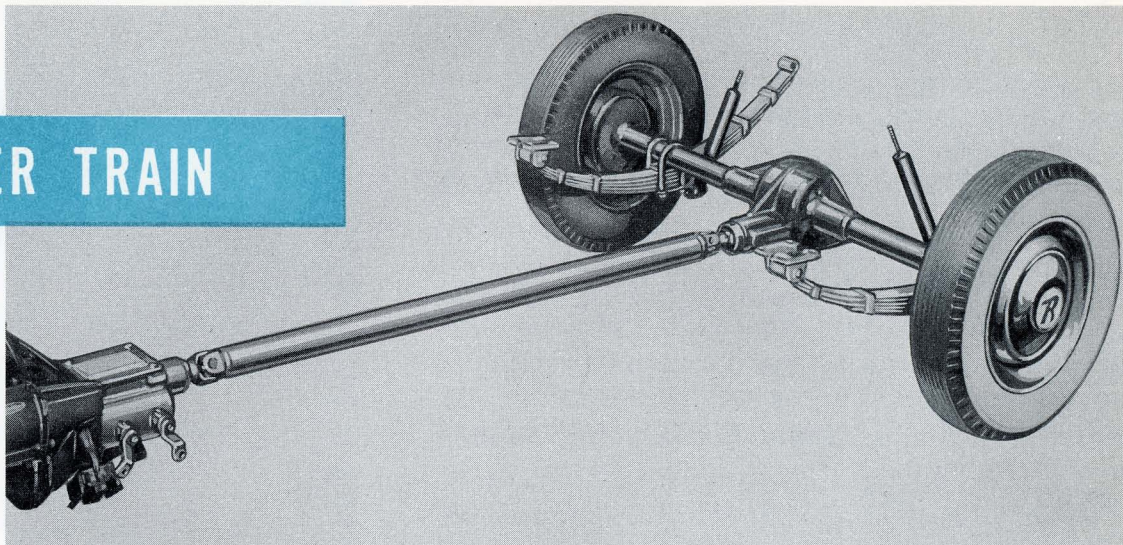
FLASH-O-MATIC—The Rambler American is supreme among small cars in driving convenience with the automatic transmission. The Borg-Warner Flash-O-Matic is a torque converter with gears providing three internal forward gear ratios in which automatic shifts are performed smoothly and efficiently. The three gear ratios result in an extremely versatile transmission giving excellent performance under all driving conditions. Selection of the drive ranges is accomplished by moving the selector lever on the range quadrant located on the instrument panel.

SYNCROMESH TRANSMISSION . . . The conventional three-speed transmission is offered as standard equipment. Known for its durability and quietness, the Syncromesh transmission is easy to operate under all conditions of terrain and climate. Synchronized gearing prevents clashing and provides easy, quiet shifting. Shifting linkage is redesigned for smoothness and ease of operation.

AUTOMATIC OVERDRIVE . . . The optional Overdrive is an attachment at the rear of the conventional Syncromesh transmission providing an automatic "fourth" forward gear ratio, giving the driver an optional "cruising" speed.

POWER TRAIN

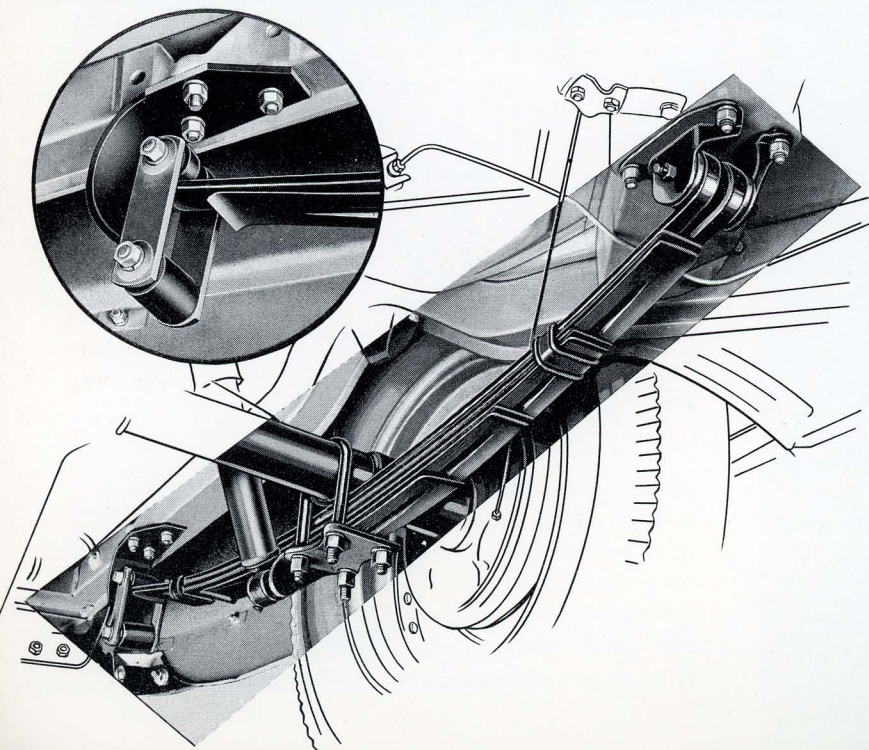
Rear axle ratios for top fuel economy are now standard. Other ratios are optional for manual-shift transmissions. Axle ratios are listed on page 27.



The power train is that vital link between the engine and the rear wheels. The Rambler American utilizes the Hotchkiss type drive which cushions the drive through the rear leaf springs by permitting rear wheel forces to rotate the rear axle slightly. An open propeller shaft is used and is provided with universal joints to accommodate the necessary freedom of axle movement. The propeller shaft is also equipped with a sliding joint to allow rear axle rotation and vertical movement. The rear axle employs the hypoid method of gearing the drive pinion to the ring gear. The basic principle is concerned with the location of the center of the drive pinion below the center of the drive gear, which permits lowering the level of the drive shaft and shaft tunnel. The tooth contact area is greatly increased thereby assuring a positive contact with reduced gear tooth pressure. This increase in gear tooth contact area provides a smoother quieter action of the rear axle and resultant long-life qualities.

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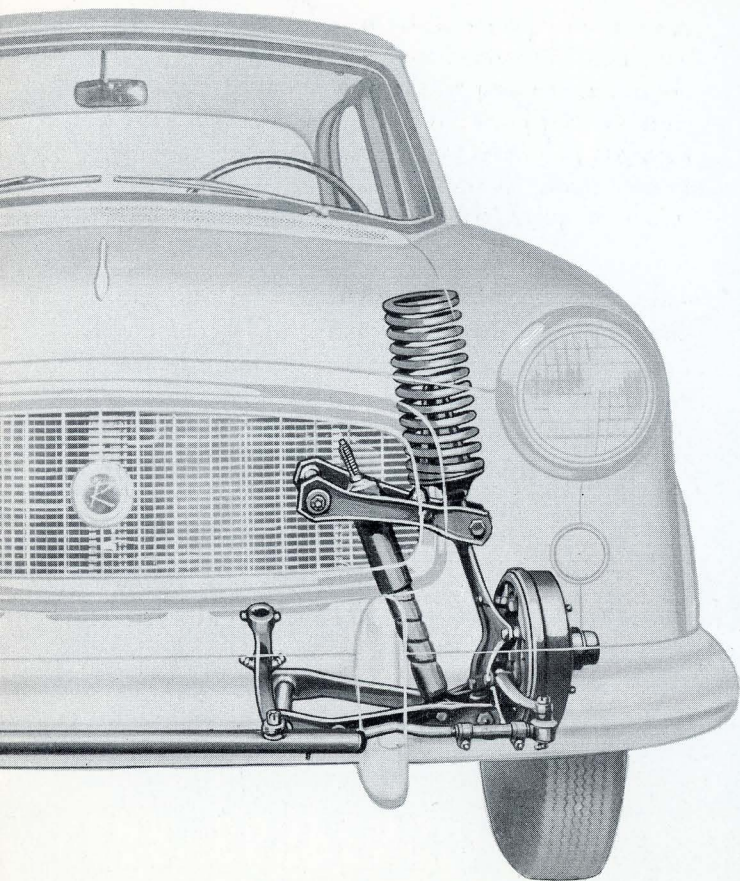
REAR SUSPENSION



The Rambler American provides excellent riding comfort and stability that sets a new standard for cars of comparable size. These unusual riding qualities have been achieved through ingenious engineering design in which front and rear springs have been perfectly correlated. The semi-elliptic rear springs are correctly flexed to be coordinated with the front coil springs to give a smooth, gentle action and eliminate body sway. Springs are shock mounted by rubber insulated connections at the front and rubber bushed tension shackles at the rear. Non-metallic inserts are used between the spring leaves to control friction and eliminate need for lubrication.

The "sea leg" (inverted "V") shock absorber mounting provides greater lateral stability. The hydraulic shock absorbers are two-way direct acting, airplane type of advanced non-orifice valve type design. These shock absorbers are designed to control or dampen spring action accurately over all ranges of road irregularities.

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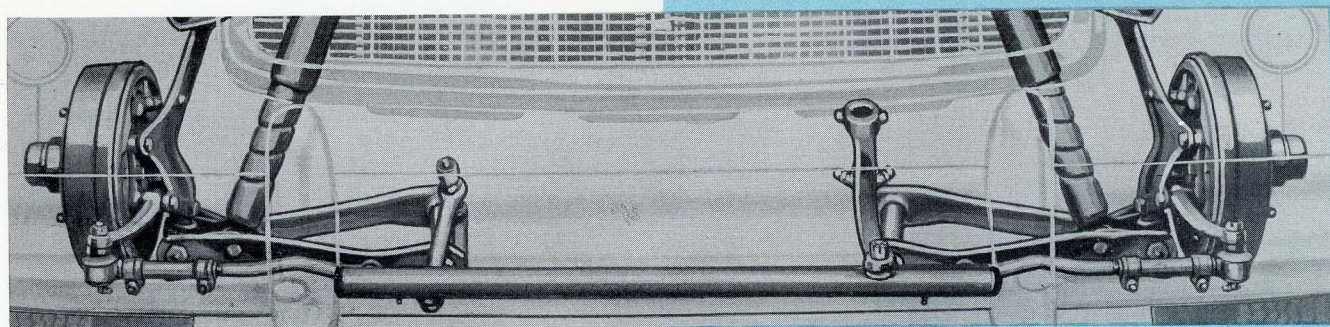
FRONT SUSPENSION

The Rambler "Deep Coil Ride" front suspension brings new handling ease and riding comfort to the small car field. This unique front suspension arrangement is integrated into the single unit structure to provide an entirely new conception of stability and absorption of road shock. The secret of the Rambler front suspension lies in the location of the coil springs above the wheels. As in the landing gear of an airplane, upward forces are absorbed directly upward into the body structure. Also, the wide spaced coil springs are located above the center of gravity—to create a stable centrifugal force condition.

Advantages

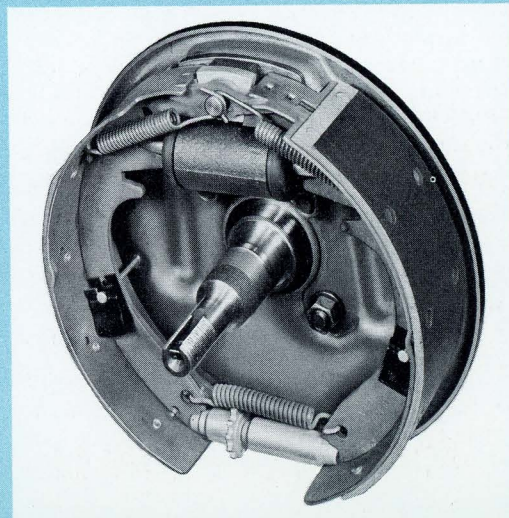
- Direct acting springs—better handling.
- Longer, softer springs—better riding comfort.
- Center of gravity below springs—better stability.
- Body structure absorbs forces—better riding comfort.
- Wide tread provides a stable base—better handling.
- "Sea leg" mounted shock absorbers—for smooth, stable ride.

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STEERING—The low-friction Rambler American steering linkage is mounted ahead of the centers of the front wheels, giving effortless precision steering not found in larger and heavier cars. The 36 foot turning diameter is the shortest of any U. S.-built car—providing amazing parking and handling ease. The well-positioned twin-spoke steering wheel is 17 inches in diameter.

BRAKES—The 9 inch diameter hydraulic servo-action brakes have a total effective brake area of 139.5 sq. in. Rear brakes have new double-acting wheel cylinders. Greater lining thickness provides 30% longer life. Parking brakes operate on the rear and function independently from the hydraulic system. A pull-type hand-brake lever is located on the left.



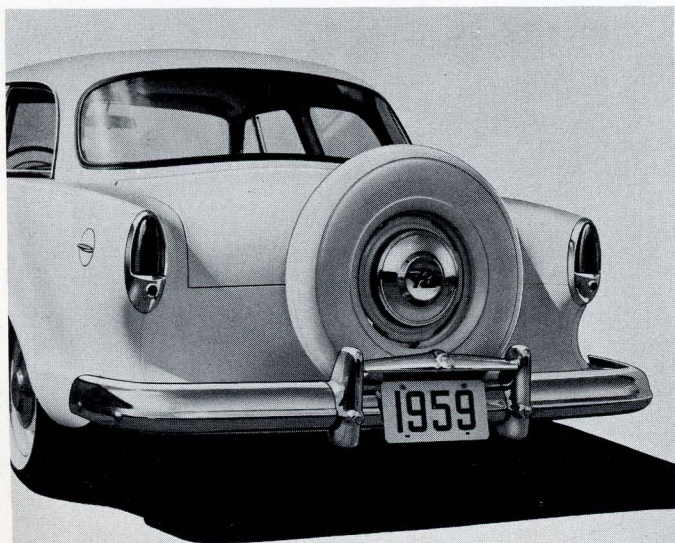
19



AIRLINER RECLINING SEAT—The famous reclining seat is available as optional equipment on all Rambler American models at a very nominal extra cost. Control handles placed on both sides of the front seat permit individual adjustment of each seat-back cushion to intermediate positions. These handles are so designed to allow the cushions to move to the next position only—thus, it is impossible to inadvertently “flop” the seat-back to the full down position.

CONTINENTAL TIRE

The Club Sedan models are available with a new continental tire carrier as factory installed optional equipment. The tire mount is hinged for easy trunk access and a two-piece metal cover is provided for appearance and tire protection. The continental tire adds two cubic feet of luggage space in the trunk, and only adds 7.12 inches to overall length. As on other models, theft protection is provided by a key lock on one of the mounting bolts.



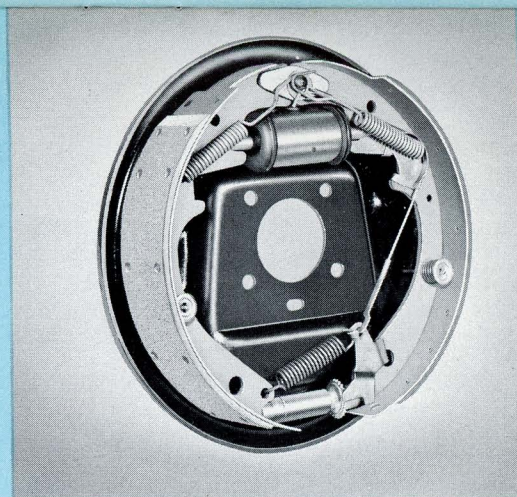
RADIO—The new transistor-powered manual tuning radio incorporates three tubes plus two transistors. The centrally located radio is self-contained, eliminating complicated remote controls. Speaker openings are integrated in the dash panel trim plate. A new larger sized speaker improves tone quality considerably. A manual antenna, located on the right front fender, may be telescoped to a 21" height.

WEATHER EYE HEATING AND VENTILATING SYSTEM

—The American Motors Weather Eye has an enviable reputation as one of the outstanding systems that offers combined filtered fresh air heating as well as ventilating and defrosting. The wide air intake is cowl-mounted and delivers fresh air to the system through internal ducts. The method of trapping water offers full advantages of the heating or ventilating system to be realized even when driving in the rain.

The defroster ducts are designed as an integral part of the Weather Eye fan housing, and air is directed from the extremities of the fan blades to the defroster ducts on the windshield. The Weather Eye temperature control consists of a single knob which may be pulled out or pushed in to increase or decrease heat and rotated to operate defroster and heater fan. A rheostat incorporated within the control permits regulation of fan speed as desired.

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SELF-ADJUSTING BRAKES

Self-adjusting brakes are a new low-cost option on the 9 inch diameter Wagner brakes. Each or all four brakes are automatically adjusted whenever brake shoe clearance is excessive due to worn linings. The brake adjusting ratchet-screw is engaged and rotated by a lever at the lower end of the brake assembly. The lever is actuated by a tension cable and coil spring arrangement. Adjusting action occurs during normal driving. As the driver applies brakes, the brake shoes are automatically adjusted if needed. Uniform and dependable braking action is assured for the life of the brake lining without the need and expense of periodic manual adjustments.

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EQUIPMENT

EQUIPMENT CHART

	Deluxe	Super
Arm Rests, Front	D	Std.
Rear	NA	Std.*
Ash Trays, Rear	NA	Std.*
Cigarette Lighter	D	Std.
Rubber Floor Mats	Black	Color
Trunk or Cargo Mat	D	Std.
Dome Light	Manual	Auto.
Rear Quarter Window	Movable**	
Front Seat Airfoam		
Cushion	Ext.	Std.
Right Hand Sun Visor	D	Std.
Windshield and Belt		
Line Trim	NA	Std.
Rear Deck Script	NA	Super
Interior Trim		
Selections	2	8
Interior Door Panel		
Trim	1-Tone	2-Tone

*NA on Sta. Wag.

**Fixed, on 5902 Deluxe Fleet.

FACTORY OPTIONAL EQUIPMENT (Extra Cost)

Two-Tone Exterior Colors
Flash-O-Matic Transmission
Overdrive Transmission
Weather Eye (Heat, Vent, Defrost)
Manual Radio and Antenna
Self-Adjusting Brakes
Oil Bath Carb. Air Cleaner
Partial-Flow Oil Filter

Airliner Reclining Seat
Rear Seat Airfoam Cushions
(except 5902)
Front Seat Airfoam Cushions
(Std. on Super)
‡ Whitewall Rayon Tires (5.90 x 15-4 ply)
‡ Black or Whitewall, Rayon or Nylon
Tires (6.40)
Heavy Duty Rear Springs and Shock
Absorbers
Heavy Duty Clutch
Undercoating
Outside Rear View Mirror, Left
Inside Rear View Anti-Glare Mirror
Wheel Discs
Custom Steering Wheel
Solex Glass
Electric-Wound Clock
Windshield Washer
Continental Tire Carrier
Heavy Duty Radiator
Heavy Duty Cooling System

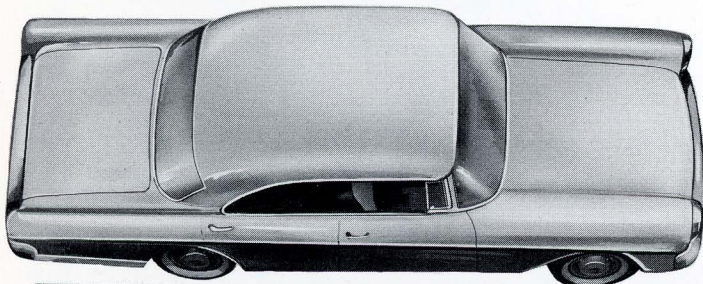
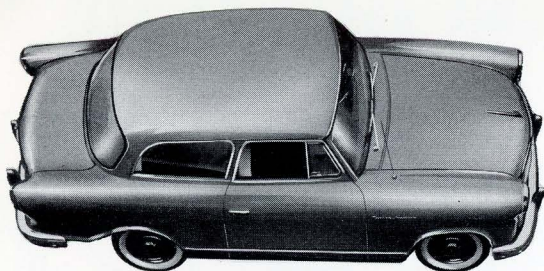
STANDARD EQUIPMENT (All Models)

Standard Transmission
Solid Color
Directional Signals
Vacuum Booster Fuel Pump
Cellulose Fiber Carb. Air Cleaner
Hood Ornament
One Horn
Hub Caps
Spare Tire, Jack and Wrench
‡ Sedan, 5.90 Blackwall, Rayon Tires
‡ Sta. Wag., 6.40 Blackwall, Rayon Tires

DEALERS ACCESSORIES AND PARTS

Windshield Washer
Back Up Lights
Anti-Glare Rear View Mirror, Inside
Rear View Mirror, Outside,
Left or Right
Exhaust Extension
Curb Indicator
Wheel Trim Discs
Manual Radio and Antenna
Electric-Wound Clock
Locking Gas Cap
Contour Rubber Floor Mats (F.&R.)
Partial-Flow Oil Filter
Seat Belts, Front and Rear
Seat Covers, Clear Plastic,
Front and Rear
Seat Cushion Toppers, Front and Rear
Touch-Up Spray Paint
License Plate Frame
Trailer Hitch
Door Edge Guards
Battery, Auto-Lite Dry-Charge
2nd Horn (one horn is Std.)
Right Hand Sun Visor (for Deluxe)
Front Door Arm Rests (for Deluxe)
Cigarette Lighter (for Deluxe)
Trunk or Cargo Mat (for Deluxe)

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RELATIVE SIZE . . .

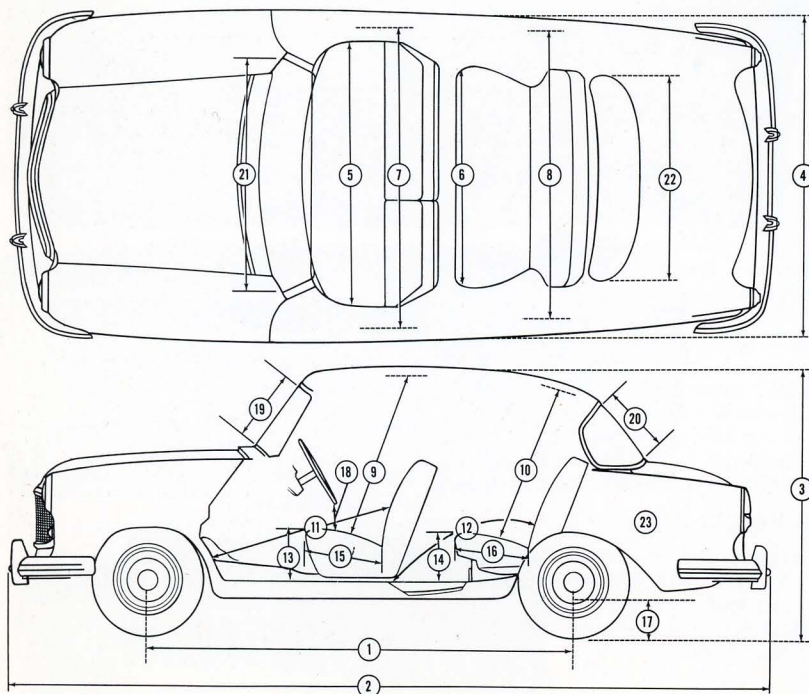
The dimensions shown on pages 24 and 25 list the important exterior and interior dimensions of the Rambler American. These measurements clearly indicate that ample room, by American standards of spacious comfort, is provided for five full-sized adults.

Shown at the left is an actual photograph which graphically illustrates relative size, one of the most important sales features of the Rambler American. At the bottom of the picture is a rectangle denoting the exact size of an average parking space. Above the parking space is a popular medium-priced car representing the median 1959 U. S. car with a length of 215.5 inches and a wheelbase of 124 inches. A Rambler American with an overall length of 178.32" and a 100" wheelbase is at the top.

Here is dramatic proof that the Rambler American retains American-type roominess and passenger comfort, but eliminates the disadvantages of excessive exterior overall dimensions—disadvantages both from the standpoint of clumsy handling and extra deadweight. The shorter length makes the car much easier to park, maneuver and handle; the reduction in weight, achieved by single unit construction and the shorter wheelbase, lessens the load on the engine, demands less horsepower and consequently gives this car unusually high economy.

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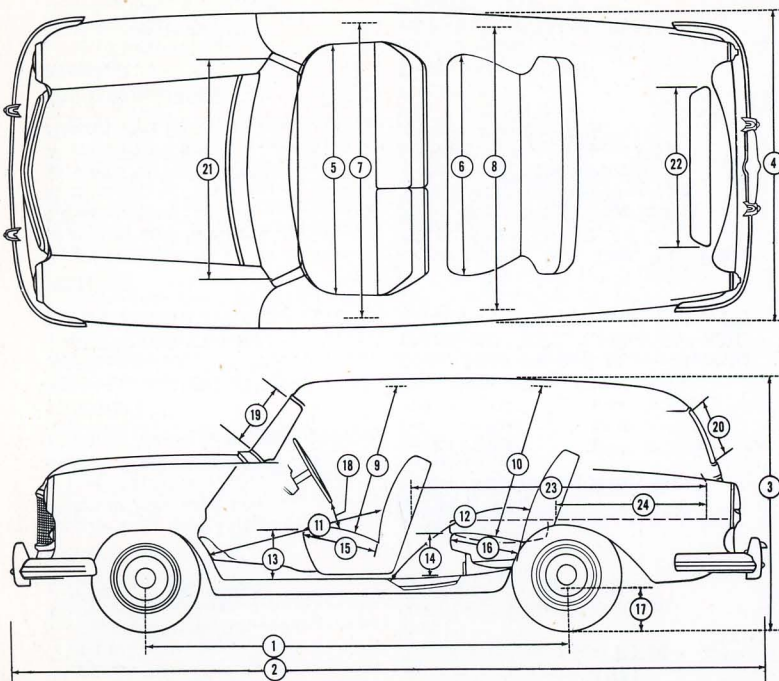
SEDAN DIMENSIONS



1. Wheelbase.....	100.00"
Front Tread, Rear Tread.....	54.62", 55"
2. Length, Overall.....	178.32"
Length with Cont. Tire.....	185.44"
3. Height, Overall (5.90 tires).....	57.32"
Height, Overall (6.40 tires).....	57.72"
4. Width, Overall.....	73.00"
5. Hip room, Front.....	58.00"
6. Hip room, Rear.....	45.25"
7. Shoulder room, Front.....	51.50"
8. Shoulder room, Rear.....	49.75"
9. Head room, Front.....	35.25"
10. Head room, Rear.....	34.00"
11. Leg room, Front.....	44.00"
12. Leg room, Rear.....	37.50"
13. Seat height, Front.....	11.00"
14. Seat height, Rear.....	13.50"
15. Seat depth, Front.....	18.00"
16. Seat depth, Rear.....	18.00"
17. Axle clearance (5.90 tires).....	7.69"
Axle clearance (6.40 tires).....	8.09"
18. Steering wheel to cushion.....	6.50"
19. Slant height of windshield.....	15.00"
20. Slant height of rear window.....	14.25"
21. Windshield width and area.....	50.00", 740 Sq. In.
22. Rear Window width and area....	46.50", 700 Sq. In.
Total glass area.....	2615 Sq. In.
23. Trunk Capacity, Tire In.....	11.0 Cu. Ft.
Trunk Capacity, Tire Out.....	13.0 Cu. Ft.

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STATION WAGON DIMENSIONS



1. Wheelbase.....	100.00"
Front Tread, Rear Tread.....	54.62", 55"
2. Length, Overall.....	178.32"
3. Height, Overall (6.40 tires).....	58.20"
4. Width, Overall.....	73.00"
5. Hip room, Front.....	58.00"
6. Hip room, Rear.....	45.25"
7. Shoulder room, Front.....	51.50"
8. Shoulder room, Rear.....	49.75"
9. Head room, Front.....	35.25"
10. Head room, Rear.....	35.25"
11. Leg room, Front.....	44.00"
12. Leg room, Rear.....	37.50"
13. Seat height, Front.....	11.00"
14. Seat height, Rear.....	13.50"
15. Seat depth, Front.....	18.00"
16. Seat depth, Rear.....	18.00"
17. Axle clearance (6.40 tires).....	8.09"
18. Steering wheel to cushion.....	6.50"
19. Slant height of windshield.....	15.00"
20. Slant height of rear window.....	12.00"
21. Windshield width and area.....	50.00", 740 Sq. In.
22. Rear window width and area....	33.38", 380 Sq. In.
Total glass area.....	2920 Sq. In.
23. Cargo compartment length, seat down.....	73.00"
24. Cargo compartment length, seat up.....	37.00"
Cargo capacity, seat down.....	80 Cu. Ft.
Tail-Gate opening height.....	26.5", 24.7" @ hinge
Tail-Gate opening width.....	39.4", 35.7" @ brace

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SPECIFICATIONS

ENGINE, GENERAL

Type.....	Six, In-Line, L-Head
Bore.....	3 1/8" x 4 1/4"
Displacement.....	195.6 Cu. In.
Horsepower, Brake.....	90 BHP @ 3800 RPM
Torque.....	150 Lb. Ft. @ 1600 RPM
Compression Ratio.....	8.0:1
Engine Mounting.....	4-Point, Rubber Cushion
Cyl. Block and Head.....	Special Cast Iron Alloy

VALVES

Intake Dia. and Lift.....	1.469", .324"
Exhaust Dia. and Lift.....	1.281", .322"
Valve Tappets.....	Solid, Adjustable, Alloy Steel
Intake Valve Clearance.....	.016" Cold
Exhaust Valve Clearance.....	.018" Cold

CAMSHAFT

Material and Drive.....	Cast Iron Alloy, Chain
Bearings.....	Four, Steel-Backed Micro-Babbitt
Intake Valve Timing.....	Opens 10° BTC, Closes 58° ABC
Exhaust Valve Timing.....	Opens 49° BBC, Closes 19° ATC

PISTONS

Type and Finish.....	Conformatic, Flat Top, Tin Plate
Material and Weight.....	Alum. Alloy D-132, 14 Oz.
Construction.....	Solid Skirt, Steel-Ring Insert
Rings.....	Two Compression, One Oil
Lower Oil Ring Type.....	3-Pc. Steel, Slotted Rail
Piston Pin Type.....	Locked-In-Rod (Press Fit)
Piston Pin Dia.....	.8595"—.8598" Dia.

CONNECTING RODS

Material.....	Drop Forged Steel
Length and Weight.....	6 3/8", 23 Oz.
Bearing Material.....	Steel-Backed Micro-Babbitt
Bearing Dia. and Length.....	2.0951", .959"

CRANKSHAFT

Material and Weight.....	Drop Forged Steel, 65.5 Lbs.
Vibration Dampener.....	Rubber and Friction
Counterbalanced.....	Yes, 80%
Bearings, Main.....	Four, Steel-Backed Micro-Babbitt
Bearings, Dia. and Lg.....	2 3/4" x 1 1/8"; #4, 2 3/4" x 1 17/32"

LUBRICATION

Main, Conn. Rod, Camshaft Bearings.....	Pressure
Cylinder Walls.....	Squirt Holes in Conn. Rod
Piston Pins.....	Splash
Tappets and Timing Chain.....	Splash
Oil Pump, Gear, Fixed Intake... Oil Filter, Opt.....	50 PSI @ 3000 RPM Walker, Partial Flow, Throw-Away
Dip Stick and Fill Location.....	Left Side, Central

FUEL SYSTEM

Carburetor.....	Carter YF, Single Throat, Down-draft
Intake Manifold.....	Iso-Thermal
Fuel Pump.....	Mechanical, 4 to 5 1/2 PSI
Fuel Filter.....	"Magnatrap", Standard
Vacuum Booster.....	Std., Incorp. in Fuel Pump
Choke.....	Automatic
Air Cleaner, Std.....	Dry (Cellulose-Fiber)
Air Cleaner, Opt.....	Oil Bath (Heavy-Duty)
Recommended Fuel.....	Regular Grade

EXHAUST SYSTEM

Muffler Type.....	Reverse Flow, Single
Header Type.....	Bolt-On Pipe, Right Side
Exhaust Pipe.....	1 3/4" Dia. x .065" Wall
Tail Pipe.....	1 1/2" Dia. x .049" Wall

COOLING SYSTEM

Radiator Type.....	Tube and Fin
Radiator Cap Pressure.....	13 PSI, Vented Cap
Circulation Thermostat.....	180° F.
Water Pump.....	Centrifugal, Belt Drive
Water Pump Location.....	Front of Block
Water Jackets.....	Full Length
Fan Size.....	14" Dia., Four Blades
Fan Shaft Support.....	Double-Row Ball Bearing

ELECTRICAL SYSTEM

Battery Model.....	Auto-Lite, 11MS-40 Amp. Hr.
Battery Type.....	7 Plates/Cell, 12-Volts
Battery Model, Heavy-Duty.....	Willard, SMR-2SM-65 Amp. Hr.
Battery Type, Heavy-Duty.....	9 Plates/Cell, 12-Volts
Battery Location.....	Front Left Side, Under Hood
Terminal Grounded.....	Negative

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SPECIFICATIONS

Generator.....	Left Side, Delco-Remy, Shunt
Regulator.....	Left Side, Delco-Remy, Volt and Amp. Control
Starting Motor.....	Left Side, Delco-Remy
Starting Control.....	Ignition Key
Distributor.....	Left Side, Delco-Remy
Distributor Advance.....	Centrifugal and Vacuum
Coil.....	Top of Head, Delco-Remy
Ignition Timing.....	3° BTDC
Firing Order.....	1-5-3-6-2-4
Spark Plugs.....	AL-7 (Auto-Lite) or H-10 (Champion)
Spark Plug Gap.....	.033" to .037"
Protection of Circuits.....	Circuit Breakers and Fuses
Headlight Type.....	Sealed Beam, #5400-S
Horn.....	One, 2nd. Horn Dealer Inst.

POWER TRAIN

Clutch.....	Dry, Single Disc, Borg-Beck
Clutch Plate Dia., In. and Out...	5 3/8" x 8" (27.58 Sq. In.)
Clutch Plate Dia., In. and Out., Heavy Duty.....	5 1/8" x 8 1/2" (36.12 Sq. In.)
Clutch Release Bearing.....	Ball, Pre-Lubricated
Hand Shift Trans. Ratios.....	1st. 2.605:1 2nd. 1.630:1 3rd. 1.000:1 Rev. 3.536:1
Automatic Trans. Ratios.....	1st. 2.400:1 2nd. 1.467:1 3rd. 1.000:1 Rev. 2.000:1
Overdrive Reduction Ratio.....	0.70:1
Rear Axle and Gear Type.....	Semi-Floating, Hypoid
Drive Type.....	Hotchkiss, Open Shaft, Two Universals
Rear Axle Ratios:	
Syncromesh, Std.....	3.31:1 (13-43)
Syncromesh, Opt.....	3.78:1 (9-34)
Overdrive, Std.....	3.78:1 (9-34)
Overdrive, Opt.....	4.11:1 (9-37)
Flash-O-Matic, Std.....	3.31:1 (13-43)

RUNNING GEAR

Front Suspension.....	Independent Coil
Rear Suspension.....	Longitudinal Leaf
Shock Absorbers.....	2-Way Hyd. Direct-acting
Steering Gear Box.....	Gemmer, 20.4:1 Ratio
Overall Steering Ratio.....	22.0:1
Steering Wheel Dia. and Turns..	17", 3.92 Turns

Turning Dia.....	36 ft. Avg. (35 ft. 7 in. Min.)
Brakes, Hydraulic.....	9" Dia., Wagner (Self-Adj. Opt.)
Brake Linings.....	Riveted to Shoes
Brake Lining Area.....	139.52 Sq. In.
Parking Brakes.....	Pull Handle, Rear Wheels
Wheel Size.....	15" Dia. x 4" Rims x 5 Nuts
Tires.....	Goodyear or Goodrich, Tubeless
Tire Size, Sedan.....	5.90 x 15-4 Ply (6.40 Opt.)
Tire Size, Sta. Wag.....	6.40 x 15-4 Ply
Tire Pressure, Normal.....	24 PSI (Cold)

SHIPPING WEIGHTS

	MODEL	POUNDS
Deluxe Business Coupe (Fleet)...	5902	2435
Deluxe Club Sedan.....	5906	2476
Super Club Sedan.....	5906-1	2492
Deluxe Station Wagon.....	5904	2454
Super Station Wagon.....	5904-1	2470

ADD WEIGHTS IF SO EQUIPPED

Flash-O-Matic.....	92	Undercoating..... 12
Overdrive.....	47	6.40 Tires..... 10
Weather-Eye Heater... 11		Continental Tire.. 39
Manual Radio.....	6	

LICENSE DATA

Wheelbase.....	100"
No. Cyl. and Displacement.....	Six, 195.6 Cu. In.
Bore and Stroke.....	3 1/8" x 4 1/4"
Brake Horsepower.....	90
Taxable Horsepower.....	23.44
Starting Engine Number.....	E-33001
Starting Serial Number.....	M-32001
Engine No. Location.....	Block, upper left front corner
Serial No. Location.....	Under hood, right dash panel

CAPACITIES

Fuel Tank.....	20 Gals. (16.7 B.I.)
Cooling System.....	10 Qts. (8.3 B.I.)
Cooling System, with Heater...	11 Qts. (9.2 B.I.)
Engine Oil.....	4 Qts. (3.3 B.I.)
Engine Oil, with Filter.....	5 Qts. (4.2 B.I.)
Std. Trans.....	1.5 Pts. (1.25 B.I.)
Overdrive Trans.....	2.75 Pts. (2.3 B.I.)
Automatic Trans.....	20 Pts. (16.7 B.I.)
Rear Axle.....	3 Pts. (2.5 B.I.)

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AM-59-7009

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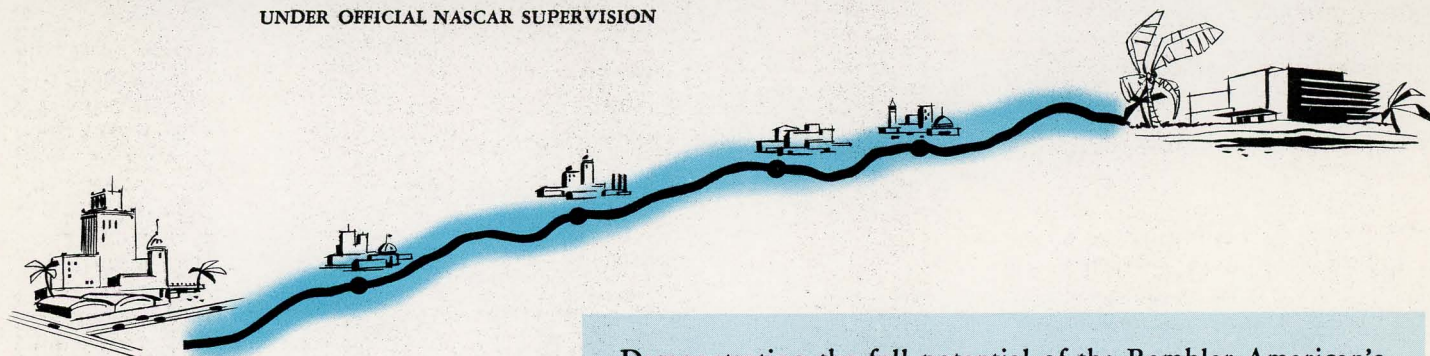
LITHO. IN U.S.A.

28

Coast-to-Coast... Los Angeles to Miami...

2837 MILES AT 35.39 M.P.G.

UNDER OFFICIAL NASCAR SUPERVISION



Demonstrating the full potential of the Rambler American's outstanding fuel economy, a stock Super Club Sedan equipped with overdrive traveled 2837 miles from Los Angeles to Miami under NASCAR supervision. Achieving 35.39 miles per gallon (with regular grade gas) at an average speed of 40.03 MPH, the Rambler American established a new official NASCAR record to again conclusively prove that Rambler is America's number one economy car.

